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SOURCE Gosnodarka Morsk. (Maritime Economy), No 2, 1949.

POLAND PLANS PORT AND MERCHANT FLEET DEVELOPMENT

Two digests of articles from other Polish periodicals, presented in Gospodarka Morska, follow:

GDANSK-GDYNIA SEEN SECOND PORT IN EUROPE

Zycie Gospodarcze
No 7, 15 Apr 49

Under the Six-Year Plan, Poland will be concerned chiefly with the development of coal exports and ore imports, striving to obtain in each case the maximum reduction in handling and transportation costs.

Progressive development of the Gdansk-Gdynia ports for handling general cargoes will effect minimum transshipment costs by reducing the berthing time of a ship.

The bulk of investments in transshipment facilities for general cargoes will be made by 1953, although this does not mean that after that date Poland will not continue to raise the efficiency of port equipment and services.

By the time the Six-Year Plan enters its final phase (1953), Polish ports will have a combined handling capacity of approximately 30 million tons. Gdansk-Gdynia will become the basic port for transshipment of general cargo, while Szczecin will handle bulk cargo. Gdansk-Gdynia, now classified third among European ports, will move to second place, and Szczecin may rank as fourth, fifth, or sixth. At that time the port installations of Szczecin should have a transshipment capacity of 4.5 million tons of coal per year and of approximately 500 tons of ore per hour. This will mean some reduction of such facilities in Gdansk-Gdynia.

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In 1953 - 1954, Poland will embark upon a program of rebuilding the merchant marine. Appropriations for the Polish fleet will exceed those for the development of ports and harbors. By the end of 1954, the Polish merchant fleet will have the capacity to carry about one third the volume of general cargo reaching Polish ports on regular lines and about 10 percent of the bulk cargo transiting Polish harbors in tramp service.

During the first phase of the Six-Year Plan, attention will be centered on increasing the tonnage of foreign-going ships, particularly on Far Eastern and Latin American lines, and subsequently on secondary lines and refrigeration vessels. In the second phase, interest will shift toward increasing the tonnage of tramp services. The total tonnage built or purchased during this period will reach the half-million mark. Although some vessels may be sold or retired, Poland's total tonnage may climb to 700,000 tons.

Polish shipyards will build most of the new ships, requiring considerable investments and modernization of shipyards, workshops, and installations in the ports of Gdansk and Szczecin. It is estimated that these shipyards will attain a production capacity of approximately 100,000 tons during the second part of the Six-Year Plan. Substantial appropriations will have to be earmarked for training technicians, engineers, and port workers.

In spite of the ambitious program of investments, Poland can hardly expect to become a maritime nation by the end of the Six-Year Plan. Nevertheless, realization of the Six-Year Plan will place Poland in a position to protect not only Polish interests but also the interests of the nations of the hinterland. -- Adam Rapacki

PORTS IN ECONOMIC PLANNING

Gospodarka Planowa, No 4, Apr 49

Polish ports have a high priority in the economic planning of the nation, since they are intimately correlated with all other branches of the economic life not only of Poland but of the countries of the hinterland.

The essential issue in economic planning as it affects Polish ports is the problem of obtaining maximum transshipment capacity. The possibilities of fulfilling the Six-Year Plan will depend on whether the ports attain this maximum capacity.

Four essential conditions must be met to insure the success of the Six-Year Plan relative to Polish ports:

1. Port planning is to be closely correlated with planning in other branches of economic activity.
2. Directives, tasks, and methods are to be clearly defined to avoid varying interpretations.
3. Components of the plan should be integrated to form an organic whole.
4. The plan should provide an adequate basis for calculating the national income.

It is mandatory to coordinate the port maintenance plan with the port operation plan, which should take into account seasonal fluctuation in transshipments.

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The general operation plan, related as it is to the foreign trade plan, is to serve as a basis for the over-all economic planning of Polish ports. Planned transshipment capacity will be useful in planning investments and procurement. Finally, the financial plan, prepared in conformity with the above-mentioned plans, will be part of the state financial plan. -- J. K. Paszkiewicz

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